

Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 8

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AirFest Montana 1997

Plenty of sunshine, people and planes converged at the Missoula International Airport for the AirFest Montana. The wings of a B-1 Bomber provided some of the only shade available. .

Bill Bordeleau, North America's leading air show announcer, was on hand with eminent knowledge of all the performers, their backgrounds, achievements, types of equipment being flown, along with many humorous and exciting tales.

Media and visitors were treated to a firsthand opportunity to observe the delicate procedure of the F-117 Stealth hooking to its refueling plane, the KC-135. The Stealth made three screaming passes and certainly awed the crowd.

For sheer, jaw-dropping maneuvering, nothing and nobody could touch California pilot Wayne Handley. A former Navy fighter pilot turned crop duster turned performer, Handley did things with his custom Raven that looked entirely improbable, if not impossible.

Handley handled the 315-horsepower Raven like a flying gyroscope, hovering like a helicopter, spinning in circles, stalling upright and letting the plane fall tail-first toward the ground.

Tom Staggs took his radically shaped Long-EZ through a series of soaring aerobatics, and Bob Abernathy spun his Provost through a string of four-point rollovers.

Ken Brown of Helena and Ken Byrne of Missoula returned to their home state to perform with the U.S. Army's crack aerial demonstration team, the Golden Knights.



Julie Clark performed in her MOPAR T-34 single engine aircraft. This ex-Navy training aircraft graced the skies as Julie provided a graceful and unique presentation of Serenade in Red, White and Blue, with a special added patriotic tribute to our United States of America, beautifully choreographed to Lee Greenwood's God Bless the USA.

The Golden Knights performed a 15-minute opening ceremony show at AirFest Montana and also conducted 30-minute demonstrations.

The B-17, piloted by Missoulians Penn Stohr, Jr. and Doug Smuin, flew into Missoula from Oregon and made a demonstration flight.

Many other performers were on hand, as well as numerous aircraft on static display, throughout the weekend. Most of the pilots worked the crowd as well as the sky, signing autographs and chatting with the spectators.

Congratulations to the AirFest Montana 1997 staff, ground crew and volunteers on a job well done.



Christi Johnson and Patty Kautz represented the Aeronautics Division at the air show, participating in the trade show.

Administrator's Column

FAA Enforcement Process Challenged in Legislation:

In an attempt to require the FAA to use due process in revocation actions, Senator Jim Inhofe of Oklahoma has introduced much needed legislation which, if passed, will change the FAA's emergency certificate revocation procedures. The FAA's authority to revoke certificates will require the FAA to prove the worthiness of an emergency revocation to the NTSB. The NTSB then has 5 days to make a decision about the validity of the emergency request and then 60 days to make a final decision on the final appeal. A certificate holder may request a hearing before the NTSB on the emergency action and the NTSB must respond within 48 hours of the request. In most cases the certificate holder will be able to exercise the privileges of their certificate while an FAA action is on appeal. This bill, called The Emergency Revocation Act of 1997, S. 842, covers FAR Part 121, 135 and 125 operators.



Single Engine IFR Approved: In the March 1997 issue of *Montana and the Sky* I wrote an article about the FAA's Notice of Proposed Rulemaking (NPRM) to allow single engine IFR for commercial operators and the opposition coming from the European Joint Aviation Authority (JAA) as well as some aircraft manufacturers. Well—the good news—during the EAA Oshkosh convention, acting FAA Administrator Barry Valentine announced that he had just signed off on the approval. The approval was primarily based on statistical

accident data on single engine commercial passenger carrying operations caused by “skud-running” and the fact that these operations were prohibited from flying in the much safer IFR environment. This approval comes as good news to the National Air Transportation Association (NATA) and it's members as well as non-member commercial operators.



Committee Assails FAA On Overflight Fees:

The Senate Appropriations Committee strongly criticized the FAA's implementation of overflight fees and rejected the Administration's request for \$300 million in additional aviation user fees. The FAA was given authority to collect international overflight fees in the 1997 budget, but it was made clear that this was on a trial basis only, and that expansion of the user fee concept in future years would depend on how the FAA administers the program. Based upon the results, concerns are being raised in Congress, the U.S. Department of State, and the U.S. Court of Appeals for the District of Columbia that it is apparent to the Committee that Congress should be very wary of providing the FAA with such authority in the future. The Committee said that Congress did not intend for the FAA to assess these fees on foreign general aviation and that by doing so will likely exceed the revenue generated. The Committee stated to date, FAA has failed to follow the direction of Congress in this matter. The U.S. House Appropriations Committee also denied the Administration user fee request.



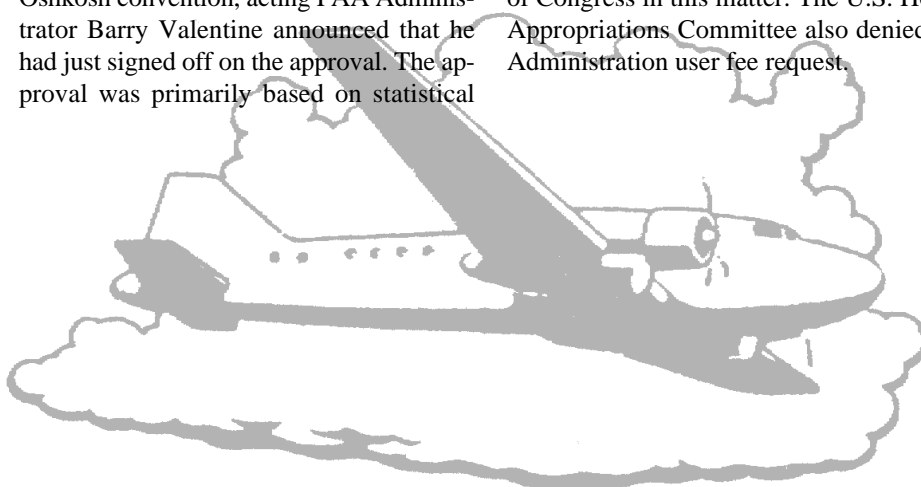
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5010 Inspections Update

By James R. Greil

The warm weather is here and summer is in full swing. As usual at this time of year, many airport managers will look out their window and see some joker cruising up and down the runway on a little Honda 50. Please don't call security or get out your Shriners hat, it's only a 5010 inspection. For those who may be new, a little refresher is in order on just what a 5010 inspection is.

In short: to make sure that general conditions, obstructions and general services are kept up to date at all public use airports. The FAA contracts with the National Association of State Aviation Officials (NASAO) which in turn contracts with each state to perform 5010 inspections. In Montana, the Aeronautics Division is responsible for these inspections. In addition to recording services, obstructions, runway conditions and other various items on the inspection form, the Division also fills out a Safety Data sheet which alerts managers to possible problems at the airport, and gives credit where credit is due. It is important to stress that these inspections are done in the interest of safety and the airport is not required to "pass" the inspection.

Inspections are required at least once every three years, but more often they are done every two. This year 58 airports required inspection. Overall, the airports inspected this year have looked good and hats off to the managers around the state for keeping them in fine shape. As usual, most of the comments made were related to mowing and weed encroachment on

the runway. It's always important to remember to sterilize runway cracks early to prevent minor problems from becoming major ones. Crack sealing is one of the cheapest and most effective ways to preserve the quality of the runway surface. We highly recommend doing it as soon as the need arises. Keep in mind that the Division has a loan and grant program available and unlike the FAA program, maintenance funds may be available. Here is a list of the airports completed so far this year and those that will be done. Keep up the good work!

Completed:

Browning, Babb, Augusta, Fairview, Del Bonita, Sweetgrass, Scobey, East Poplar, Columbus, White Sulphur Springs, Colstrip, Ashland, Broadus, Belle Creek, Ekalaka, Baker, Circle, Richey, Glendive, Tiber Dam, Terry, Sidney, Harlowton, Culbertson, Poplar, Hinsdale, Glasgow, Dell, Ft. Belknap, Harlem, Hebbelman, Chinook

To Be Done:

Ryegate, Lavina, Roundup, Plentywood, Opheim, Stanford, Sand Springs, Jordan, Lewistown, Denton, Geraldine, Winnifred, Ft. Benton, Big Sandy, Chester, Sunburst, Cut Bank, Valier, Conrad, Choteau, Dutton, Fairfield, Townsend, Three Forks, Drummond, Garlick

Calendar

July 30–August 5—45th Annual EAA Fly-in Convention, Oshkosh, WI.

August 2—Stevensville Airport Awareness Day. Contact Lynnet Thomas at 406/777-3041.

August 2–3—AA Fly-in at Johnson Creek. Call Dennis Colson 208/378-4181.

August 7–10—MAAA Annual Fly-in, Three Forks Airport/Progreba Field.

August 13–16—Sky Trail International Northwest Aviation Council Conference, Saskatoon, Saskatchewan.

August 15–17—Fourth Annual Splash-in/Fly-in, Lower Stillwater Lake. Call Bill Montgomery 360/629-6100 or 406/881-2236.

August 17—Second annual Powell Valley Wheels Aircraft/Car Show, Powell Municipal Airport, 7 am–4 pm, Powell, WY.

August 30—September 1, Annual Labor Day Fly-in, West Yellowstone.

September 5–7—Montana Pilots Association Fall Fly-in, Laurel. Call Jim Roberts 406/656-0741.

September 7–14—Reno Air Races, Reno, NV.

September 10–11—Western International Search and Rescue Advisory Committee (WISARAC) Annual Meeting, Kalispell.

September 12–14—Mountain Search Pilot Clinic, Kalispell.

September 13—Aerotronics Annual Open House, Billings.

February 26–28—Montana Aviation Conference, Holiday Inn, Billings.

Mountain Search Pilot Clinic

The 19th annual Mountain Search Pilot Clinic (MSPC) will be held September 12–14 in Kalispell. Thirty Montana pilots will be selected to attend the mountain flying portion of the clinic and any interested person is invited to attend the ground school sessions. The requirements for acceptance are that a pilot be registered in Montana and should have volunteered as a mountain search pilot on the back side of the Montana registration form.


The clinic is fast paced with sessions running from 0630 to 2300. The ground sessions consist of: Mountain Flying with Sparky Imeson, Survival Instruction/Emergency Response Center, Montana Search System, Grid Search, Observer Training/Jeanne Lesnik, ELT Homer Instruction and the ELT SAR system/Langley AFB and Will Mavis, Lyle Sartain and Hugh Wilkins.

A total of two hours of dual flight instruction in mountain flying techniques and grid



searching including contour search will be provided for the thirty flying participants.

The registration fee is \$50 for the flying participants and no charge for the ground school only participants.

For further information, please feel free to call Jeanne Lesnik at Montana Aeronautics at 406/444-2506 

1997 ACE Academy

ACE, the Aviation Careers Academy, was held July 8 through July 10 in Helena. High school students from around Montana attended the academy, a joint effort of the FAA and Montana Aeronautics.

On Monday the students attended ground school and did a preflight briefing with flight planning, aerodynamics and search and rescue as topics. They toured the Fire Fighting Center and the Army National Guard.

Below, Chuck Cunningham (center) demonstrates signaling techniques. Chuck used mirrors and other materials available from the scene to attract search aircraft atop Stemple Pass northwest of Helena .



Ace participants are all smiles following their introductory EAA Young Eagle Flights. Jeanne Lesnik provided students with a 20-minute flight around the Helena area. Pictured with the students are ACE coordinators Jeanne Lesnik and Len Wheeler.



Mike McDonald, F-16 pilot with the Air National Guard in Great Falls assisted students with the F-16 simulator.



The ACE group traveled to Great Falls on Tuesday where they toured the Air National Guard. All the students logged F-16 simulator time. The day continued with a tour of the tower and Malmstrom, where the 40th Rescue Flight (search and rescue) gave an awesome flight demonstration.

Charles Cunningham, a retired air force SAR expert from Spokane, Washington, treated the group to survival, emergency care, signaling, shelter and fire building in a survival school wilderness style at Stemple Pass.

Thursday was Young Eagle Flight Day with flights for all students and a tour of the College of Technology. ACE concluded with a family picnic and an awards ceremony.

This academy would not be possible without the support and help of all the volunteers.

Thank you: Alladin Motel, Jeanette Prince (AOPA), Clyde and Eileen Lindell (chaperons), Dr. Alex Capdeville, Debby Hansman, Dennis Lohse, Jean Smith, Captain Tom Malee, Don Caruthers, Rollie Knoblock, Harold Williams, Charles Cunningham, Steve Culp, Major Reid Snow, Lt. Col. Ken Lamkin, Msgt. Harold Blalock, the Army National Guard, the Air National Guard and Malmstrom Air Force Base.

ACE Coordinators: Len Wheeler and Jeanne Lesnik.

Schafer Meadows Annual Fly-in



Volunteers gathered in July at the Schafer Meadows airstrip located in the Great Bear Wilderness to provide annual maintenance. Shown clockwise: the fencing crew always performs an important task—replacing fence to help keep wildlife off the runway; the information/welcome sign received a new paint job; a picnic table was reconstructed; and the handicap outhouse received new stain. Many other tasks were performed by an eager bunch of helpers—a new windsock installed; windsock standard greased; rocks removed from the runway; brush cleared on the runway approach.



Loren Smith of Great Falls provided an exceptional evening meal on Saturday. All volunteers were treated to beef or buffalo pitch-fork fondue, corn-on-the-cob, Indian fry bread and watermelon. More than 25 aircraft, carried in nearly 100 volunteers for the weekend. The Montana Aeronautics Division coordinates with the Montana Pilots Association, the Montana Flying Farmers, and the US Forest Service to organize the annual volunteer work session. The Schafer airstrip is maintained through a cooperative effort between the US Forest Service and the Aeronautics Division.

Update on Vivienne Schrank



Vivienne pictured with John is well-cared for and well-liked at the rest home in Jordan. They've even polished her fingernails!

John and Ginny Dove visited Vivienne Schrank on Monday, June 30, at the nursing home in Jordan. She seems happy there and is receiving loving care.

Vivienne sold her beloved PA-12 (N3381M) to John and Carla in 1989. John flies it out of Missoula; however, at present it is undergoing a total restoration. When the director of Nursing learned about how we knew Vivienne, she joined the conversation. She helped Vivienne feel special as a woman pioneer in Montana aviation and helped us assure her that her memories are valuable to us all.

Vivienne fell in recent months and we're told she has recovered quite well. Now she is again able to feed herself, but is in a

wheelchair. Vivienne looked good and still frequently has that familiar chuckle, even though the conversation doesn't always proceed as planned. The people who care for her say she is very good natured and pleasant. She told them John is her boyfriend—many have fit that description over the years!

Vivienne will be 92 years old on August 23rd this year. We'd like to invite all of her aviation friends to join us in remembering her with a card—or a visit.

Her address is:
Vivienne D. Schrank
Garfield County Health Center
P.O. Box 389
Jordan, MT 59337

GA Record Billings

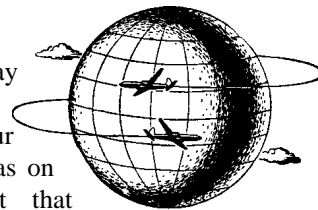
General aviation manufacturers' billings increased 60% to nearly \$2 billion for the first six months of 1997, as shipments increased 16.5% to 586 total units according to the General Aviation Manufacturers Association (GAMA). Aircraft shipments have been steadily increasing for more than two years, with strong deliveries in both the piston-engine and jet markets.

Jet deliveries in the first six months of 1997 totaled 142 units, up 50% over last year's total of 95 units. Piston-engine aircraft shipments rose to 345 units, a 26.4% increase for the first six months of 1997.

For the first six months of 1997, export shipments were up 13.1% to 181 units. Export billings increased to \$725 million, a 117.8% increase over the first half of 1996.

Top of the World

Cruising the Internet may be hazardous to your health. It was on the Internet that



Jack Ostrovsky discovered a special fly-in being planned to celebrate the 50-year anniversary of the Canadian weather station at a tiny spot on the map called Eureka. It is on Ellesmere Island and so far north, it's above the magnetic North Pole.

To a 25-year pilot like Ostrovsky, flying a twin engine Cessna 414 to the edges of the earth, over ice and tundra, sounded absolutely irresistible.

Not only did he sign up for the fly-in, but he arranged to join a flight from Eureka over the geographic North Pole—where all the lines of longitude and latitude converge.

Ostrovsky will be a passenger in a plane that has extra fuel tanks, because there is no place to land during the 1,200-mile round trip.


Ostrovsky has flown single-engine planes to Europe, Israel and the jungles of South America, crossing the ocean four times. Ostrovsky often volunteers to give Miracle Flight transportation to people who need medical care as far away as Seattle or Denver.

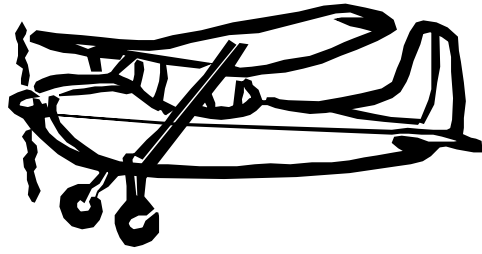
Joining him will be Ben Mikaelson. The two met at the airport and share a spirit of adventure.

They have put together a homemade time capsule, made of PVC pipe, which they plan to drop by parachute over the North Pole. Inside will be pictures of themselves and messages to whoever may someday find the capsule.

Ostrovsky asks the finder to try to find him in Bozeman or to try to track down his son Zach who is 6 years old.

The two adventurers headed first for Winnipeg then on to Churchill, Manitoba, Baker Lake, Cambridge Bay, Resolute and Eureka.

"Anything that has survived 50 years way up there, deserves some recognition," said Jack. 



YELLOWSTONE AIRPORT

Labor Day Family Fly-in

Schedule of Events

SATURDAY, August 30

Fly in, set-up camp and relax. Regular menu at Doris' Cantina for breakfast and lunch.

2 pm

Density Altitude Ground School in the Airport Terminal upstairs room, bring P.O.H. (Pilot's Operator's Handbook). Instructor: Frank Lester, Idaho Aeronautics Safety/Education Coordinator

3:30 pm

Density Altitude Fly-Off with Theodolite Experts, Mike Ferguson, Will Mavis and Frank Lester.

If we don't get all the flying finished Saturday afternoon, we will arrange to finish up Sunday morning.

6 pm

Saturday evening a special Mexican Dinner or a BBQ Rib Dinner will be available at Doris' Cantina. Also serving wine and beer.

SUNDAY, August 31

Regular menu for breakfast, lunch and dinner at Doris' Cantina.

10 am

Tour USFS Smoke-Jumper Base in Yellowstone Airport, subject to fire fighting activity.

A van will be available to go to the New Imax Theater and Grizzly Bear Discovery Center in West Yellowstone.

MONDAY, September 1

On your own for relaxation and fun. Doris' Cantina will be serving from the regular menu for breakfast, lunch and dinner.

AIRPORT FACILITIES

Free pilot campground, featuring running water, fire places, picnic tables and a hot shower facility.

Yellowstone Aviation ☎ 406/646-7359, services and fuel available

Skywest Airlines ☎ 406/646-7351, service to Salt Lake City

Car rentals on field: Avis ☎ 406/646-7635, Budget ☎ 406/646-7735

Transportation available to motels.

Doris' Cantina and Lounge ☎ 406/646-9533

Jeff Heaney, Airport Manager, Yellowstone Airport ☎ 406/646-7631

Aeronautics Division, Helena ☎ 406/444-2506

MOTELS AT WEST YELLOWSTONE

Branding Iron Motel & RV Park ☎ 406/646-9411

Madison Hotel ☎ 406/646-7745

Stage Coach Inn ☎ 406/646-7381

Yellowstone Conference Hall ☎ 406/646-7365

Big Western Pine Motel ☎ 406/646-7622

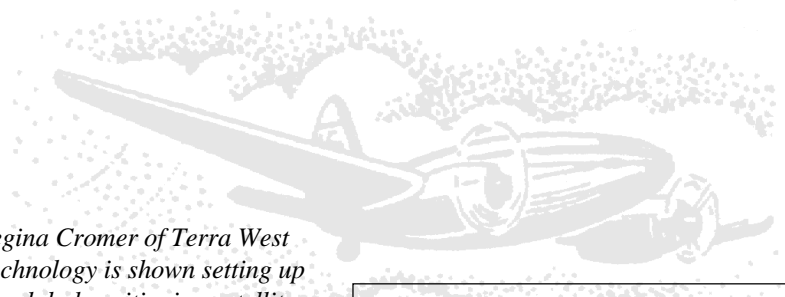
The Ranch Motel ☎ 406/646-7388

For other motel accommodations, call 406/646-9488.



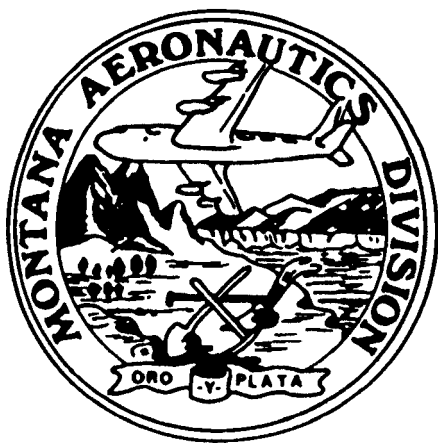


Regina Cromer of Terra West Technology is shown setting up the global positioning satellite receiving equipment at the Scobey Airport. This precision survey work was authorized by the Montana Aeronautics Board to aid both Scobey and Polson in providing necessary coordinate data to the Federal Aviation Administration. The data gathered during these survey sessions is used to develop stand-alone GPS instrument approaches.



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